

AMENDMENTS TO THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) A steering column train for a motor vehicle, ~~having comprising~~ a steering spindle which bears a steering wheel, ~~wheel and is connected to a steering shaft connected to the steering spindle, the connection between the steering spindle and the steering shaft being formed by a torque-transmitting joint forming the connection between the steering spindle and the steering shaft,~~ and ~~having~~ an axially moveable link element for axial length compensation, the link element comprising at least one coupling member with two parallel axes of rotation, and a spigot cross element being coupled to that end of the steering spindle which lies opposite the steering wheel, one axis of the spigot cross element forming an axis of rotation of the coupling member,

~~characterized in that~~ wherein the steering shaft $[(3)]$ has a flange $[(10)]$ which ends at a distance from the longitudinal axis $[(A_{LW})]$ of the steering shaft $[(3)]$, the flange $[(10)]$ executing a pivoting movement about the upper axis of rotation $[(D_{BO})]$ of the coupling member $[(12)]$.

2. (currently amended) The steering column train as claimed in claim 1,

~~characterized in that~~ wherein the spigot cross element $[(17)]$ is mounted in a forked joint $[(6)]$ which is arranged at that end of the steering spindle $[(2)]$ which lies opposite the steering wheel.

3. (currently amended) The steering column train as claimed in claim 2,

~~characterized in that~~ wherein two transverse spigots of the spigot cross element $[(17)]$ form a transverse bolt $[(16)]$ of the coupling member $[(12)]$.

4. (currently amended) The steering column train as claimed in claim 3,

~~characterized in that~~ wherein two longitudinal spigots ~~(18, 19)~~ of the spigot cross element $[(17)]$ form a pivot axis $[(A_G)]$ of the forked joint $[(6)]$.

5. (currently amended) The steering column train as claimed in claim 4,

~~characterized in that~~ wherein the coupling member $[(12)]$ comprises two side plates ~~(13, 14)~~ through which two transverse bolts ~~(15, 16)~~ pass, the transverse bolts ~~(15, 16)~~ forming the axes of rotation ~~(D_{BU}, D_{BO})~~ of the coupling member $[(12)]$.

6. (currently amended) The steering column train as claimed in ~~one of claims 1 to 5~~ claim 5,

~~characterized in that~~ wherein the flange $[(10)]$ is provided with an additional mass $[(20)]$.

7. (currently amended) The steering column train as claimed in ~~claim 7~~ claim 6,

~~characterized in that~~ wherein the steering shaft $[(3)]$ is formed with a corrugated tube section $[(9)]$.

8. (new) The steering column train as claimed in claim 4, wherein the flange is provided with an additional mass.

9. (new) The steering column train as claimed in claim 8, wherein the steering shaft is formed with a corrugated tube section.

10. (new) The steering column train as claimed in claim 3, wherein the flange is provided with an additional mass.

11. (new) The steering column train as claimed in claim 10, wherein the steering shaft is formed with a corrugated tube section.

12. (new) The steering column train as claimed in claim 2, wherein the flange is provided with an additional mass.

13. (new) The steering column train as claimed in claim 12, wherein the steering shaft is formed with a corrugated tube section.

14. (new) The steering column train as claimed in claim 1, wherein the flange is provided with an additional mass.

15. (new) The steering column train as claimed in claim 14, wherein the steering shaft is formed with a corrugated tube section.